



**Request for City Council Committee Action
From the Department of Public Works**

Date: July 15, 2003
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Referral to: None
Subject: **Proposed Minnesota Statewide Transportation Plan (2003-2023)**

Recommendation:

1. Direct staff to transmit the attached draft letter on behalf of the City of Minneapolis prior to July 18, 2003 comment deadline
2. Direct staff to transmit a final letter on behalf of the City of Minneapolis after the July 25, 2003 full City Council meeting approval

Previous Directives:

MnDOT Direct staff to review the proposed statewide plan and bring comments back to the July 15 TPW Committee Meeting for city approvals.

Prepared by: Jon Wertjes, P.E., Asst. Director, Transportation and Parking Services, 673-2614

Approved by:

 Klara A. Fabry, P.E., City Engineer, Director of Public Works

Presenters: Jon Wertjes, P.E., Asst. Director, Transportation and Parking Services

Financial Impact (Check those that apply)

☒ No financial impact - or - Action is within current department budget.
 (If checked, go directly to Background/Supporting Information)

- ☐ Action requires an appropriation increase to the Capital Budget
☐ Action requires an appropriation increase to the Operating Budget
☐ Action provides increased revenue for appropriation increase
☐ Action requires use of contingency or reserves
☐ Other financial impact (Explain):

☐ Request provided to the Budget Office when provided to the Committee Coordinator

Background/Supporting Information:

City of Minneapolis Comments

Minnesota Statewide Transportation System

The State of Minnesota (MnDOT) has developed a draft Statewide Transportation Plan. On June 24, 2003 Abby McKenzie from MnDOT made a presentation about the draft Plan and the proposed changes. The proposed timeline for the Plan is attached in Exhibit A. The complete draft Statewide Transportation Plan is available for review on the MnDOT web site at: <http://www.dot.state.mn.us/information/plans/20yearplan/plan.html>

To meet MnDOT's timeline, City staff proposes the following timeline to review the Plan:

Timeline	Action
June 16 -27	City staff review
June 30 – July 3	Prepare comments and TPW letter
July 7	Submit TPW letter
July 15	TPW Committee Meeting
July 18	Submit draft comments based on TPW comments
July 25	Full City Council Action
July 25	Submit final comments to MnDOT

Exhibit A – Proposed Statewide Transportation Plan Revision Process
(dated 6/10/03)

C: Paul Ogren & Heidi Hamilton, Public Works Engineering Services
Pam Miner, City Planning Department
Mitch Webster, MnDOT

DRAFT

July 18, 2003

Mr. Mitch Webster
Minnesota Department of Transportation
Office of Investment Management
Mail Stop 440
St Paul, MN 55155

**RE: City of Minneapolis Comments on the June 9, 2003 Draft Revision
Minnesota Statewide Transportation Plan (2003-2023)**

Dear Mr. Webster:

The City of Minneapolis is pleased to provide MnDOT with the following comments on the draft 2003-2023 Minnesota Statewide Transportation Plan (Plan). On July 15, 2003, the City Council Transportation and Public Works Committee approved sending these draft comments to MnDOT. The Minneapolis City Council is expected to approve these comments at its July 25, 2003 meeting - a week after the July 18, 2003 comment deadline. After the final City Council action, we will confirm these comments or provide you with final modifications by July 25, 2003.

The City has three overall policy comments, which are overarching and thematic. These comments are intended to question and discuss the framework of the policy and its direction. As such, a different framing could result in different outcomes, performance measures and targets.

Statewide Plan's Context:

Chapter 1 presents the Plan's process and the links to vision, mission and strategic directions. It is understood that MnDOT has the lead role for the state's transportation system. However, partnerships with other agencies are critical in order for the transportation system in the State to operate efficiently and effectively.

- More information is needed on the roles and relationships of other stakeholders and partners such as Met Council, MAC, counties, cities, etc. in order to implement this Plan.
- The Plan is limited on the MAC's role as the aeronautical transport for the metro region. Greater correlation to MAC's future plans is needed in order to understand their links to the rest of the state's transportation system.

Policy 4 – Provide Cost-Effective Transportation Options for People and Freight:

Based on reading of the Plan and discussions with MnDOT staff, it was understood that this policy was intended to focus on alternative transportation modes other than autos and trucks. It appears that this Plan is open ended on the application of cost-effectiveness to projects, programs and modes. The term cost-effectiveness is used intermittently throughout the report in selective locations.

- The City recommends the MnDOT strengthen the cost-effectiveness framework to meet the application intention to all projects, programs and

modes. Based on this recommendation, the City would suggest that cost-effective terminology be well distributed throughout the other policy text sections.

- In a related matter, it is suggested that performance measures also be developed for all projects, programs and modes - including those pertaining to autos and trucks.

Policy 7 – Increase the Safety and Security of Transportation Systems and Their Users:

The City agrees that building and designing transportation systems with cost-effective safety elements is a vital MnDOT role. The City also supports MnDOT's strategic direction to advance "investments that improve the safety of the travelling public." The overall MnDOT influence and control, plus partnerships that are needed to accomplish successful safety direction are well stated. The City looks forward to working with MnDOT and others to accomplish this "Towards Zero Death Vision."

- The City is concerned that safety elements could be compromised if all such concerns must meet cost effectiveness criteria. As stated above, cost effectiveness terminology should be used throughout the Plan for all projects, programs and modes. If it is used only selectively, some critical areas - such as safety - will be held to a higher standard for decision making that may result in needless injuries and deaths.

The above items represent the City's key comments to the Plan. City staff have identified minor comments that will be sent through a separate letter. These minor comments seek clarification and phrasing corrections plus other miscellaneous grammar and spelling typos that City staff may have captured.

Once again, the City of Minneapolis appreciates the opportunity to review and submit comments to MnDOT. The City looks forward to continuing the dialog and assisting MnDOT with their Transportation Plan. If you have questions about these comments or need further discussion, please contact us.

Respectfully,

Klara A. Fabry, P.E.
City Engineer/Director of Public Works

Cc Mayor R.T. Rybak
Minneapolis City Council Members
Paul Ogren, Mpls Public Works
Jon Wertjes, Mpls Public Works
Lee Sheehy, Mpls Community Planning and Economic Development Dept